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\$25 Tailored Suits	\$11.75
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New Dresses and Gowns

Lingerie Gowns, Fancy Dresses, of silks and summer materials, Exclusive Styles,

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New models, novelties of the season, exceptional style and make,

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300 Women's Taffeta Petticoats, in black and fancy colors. \$2.95

The ever-popular

"Miserere" from Trovatore



sung by Caruso and Alda
and Metropolitan Opera House Chorus

(Giulio Setti, Chorus Master)
with accompaniment by the Victor Orchestra
Walter B. Rogers, Director

One of the most wonderful records ever made

You may have heard the famous
"Miserere" a thousand times, but
never have you heard it as these
great artists have sung it for the Victor.

Victor Record 89030

On sale today

Any Victor dealer will gladly play it for you.
And as you listen you'll hear grand opera at its
best, and you'll realize the wonderful success
recently made in the art of Victor recording.

And be sure
to hear the Victrola

New Victor Records are on sale
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VICTOR TALKING MACHINE CO., Camden, N. J.

To get best results, use only
Victor Records on Victor Records.



Full Line of Victor Talking
Machines and Records.

Sanders & Stayman Co.,
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Largest Stock of Victor Talking Machines and
Records in the City.

Droop's Music House,
Thirteenth and G Sts. N.W.

John F. Ellis & Co.,
Victor Records and Talking
Machines.

937 Pennsylvania Avenue.

Come in and Hear the New Record, "MISERERE,"
From TROVATORE, as Sung by CARUSO, Mme.
ALDA and the Metropolitan Opera Chorus.

THE ROBT. C. ROGERS CO.,
Thirteen-Thirteen F St. N.W.

The Place to Buy Your Victor Machine and Records.

A special committee of the councils of
Staunton, Va., to investigate the police
force made its report Tuesday. Only
two members of the regular force, one
of them newly appointed, escaped criticism.
The chief, K. M. Lincomb, is charged
with neglect of duty and failure to

properly supervise the force. The most
serious charges are preferred against Pa-
triotman W. L. Palmer. These charges
are not made public, but are under seal
in the keeping of the presidents of the
city. It is recommended that he be put on trial.

MEMORY OF LINCOLN

Birthday Anniversary Will Be
Observed Saturday.

FOR PERMANENT MEMORIAL

Interest in Bill Providing Purchase
of Oldroyd Collection.

HAS APPROVAL OF VETERANS

Passage of Measure Would Result in
Assembling Lincoln Relics
Under One Roof.

Lincoln day will be observed by patri-
otic societies and individuals in this
city Saturday, the 101st anniversary of
the birth of Abraham Lincoln.

The venerable building, 516 10th street,
in which the martyred President breathed
his last, is always a mecca on that day,
in that connection it may be stated that
House Bill No. 90, now pending before
the committee on public buildings and
grounds and which was introduced by
Representative Rodenberg of Illinois, in
a general way provides for the acquire-
ment by the government of the Lincoln
relics now owned by Capt. Osborn H.
Oldroyd. Specifically the provisions of
the bill are:

The acquisition by condemnation or
otherwise of the premises known as Nos.
514 and 516 10th street northwest, located
to the immediate north and south of what
is known as the house in which Lincoln
died, No. 516, opposite the old Ford's
Theater, where the assassin shot the
President.

The building of an addition to the rear
of the two lots, so that the entire col-
lection may be properly displayed.

Fireproofing the Building.

The fireproofing of the building, that
the constant menace of fire to the very
precious remains of the great emancipa-
tor may be discounted.

The purchase of the collection of over
three thousand souvenirs and relics,
which embraces everything imaginable
clustering around Lincoln, besides books,
magazines, letters and clippings by the
thousands, no library of a thousand
or more volumes, the most complete in
existence of its kind. Gov. Richard J.
Ogleby, senator and major general, cer-
tified to the genuineness of a black locust
rail in the collection split by Lincoln in
1850.

This story would be too long to enumer-
ate the relics assembled by Capt. Old-
royd, covering over half a century. His
admiration for the great man started
early in life. He was a member of Com-
pany E, 20th Ohio Infantry, and after his
discharge he addressed himself to the
real work of his life, until it is stated,
he has become the greatest student of
Lincoln's career now living. The cap-
tain removed to Springfield in 1873 that
he might gain further knowledge of his
subject at the former home of the mar-
tyr. Robert T. Lincoln presented the old
homestead to the state of Illinois, and
until 1881 Capt. Oldroyd was the cus-
todian of the home, all the time adding
to his wonderful aggregation. In the latter
year he removed his relics to Washing-
ton, where he has exhibited them in the
house where Mr. Lincoln ended the most
important career in the history of the
world since Calvary's crime.

Assembling Other Relics.

Should this bill become a law, and it
has been reported favorably, relics of
the great President from the National
Museum and from private parties all over
the country will be assembled under one
roof. There is no monument at the Na-
tional Capital that is worthy of the
man who has been the greatest of Amer-
ican history. This proposition would erect
a monument that would be entirely unap-
proachable by any other method. It has
the approval of the soldiers and sailors
of the war of the rebellion, and the
cost would be slight—the bill appro-
priates \$150,000—as compared with other
memorials.

Capt. Oldroyd has had several flattering
offers for his collection that would re-
move it from the capital, the money con-
sideration being far above what he could
hope to receive from the government.
However, he believes that the country
Lincoln saved should own it, and that
it should be free to all, and that is
what Mr. Rodenberg's bill proposes.

ALONG THE RIVER FRONT.

Arrivals.

Schooner Baltimore, fertilizer material
from Norfolk, to the Alexandria Chemical
Company; steam yacht Glavota, from a
pleasure cruise to the mouth of the Potomac;
barge Norfolk, from Baltimore,
light, to Alexandria, to load railway ties
for New York.

Departures.

Tug William H. Yerkes, jr., towing
schooner Mary Chapin, light, for the Potomac
oyster beds, to load back to this
city; barge Ellen S. Jennings, light, from
Alexandria for Philadelphia, to load hard-
ware for a Chesapeake Bay schooner;
Peerless with a tow of light barges for
Baltimore and bay points.

Memoranda.

Steamer Dennis Simmons has passed
through the Diemal Swamp canal, bound
to Astoria, N. C., to load lumber; schooner
Malne has been chartered to load pine
lumber at a Virginia point, for dealers at
this city; steamer Wilhelm, laden with
phosphate rock at Port Tampa, is due to
arrive at Alexandria tonight; schooners
Mabel and Ruth and Hennie L. James,
laden with lumber from North Carolina,
are in Bretons bay, lower Potomac, await-
ing a tug to bring them to this city;
schooners Ida G. Farran and Freddie L.
Hamblin, light, from this city have passed
through the Lake Drummond canal,
bound to a North Carolina point to load
lumber; schooner Peri is at a Potomac
point, to load lumber for dealers here;
schooner Parks is at a river point, load-
ing cord wood for this market.

AMELIA GLOVER DEAD.

Was Noted Dancer and Beauty
Years Ago.

NEW YORK, February 10.—Amelia
Glover, the dancer, who was famous
twenty years ago for her beauty and
grace, died yesterday at the home of
her sister, Mrs. H. A. Ludlam, in this
city. For years Miss Glover was one of
the stars of John H. Russell's famous
organization that was as celebrated as
Hoyt's companies or the various Har-
rigan productions. Some of the shows
that Miss Glover appeared in were "The
City Directory," "About Town," "Natural
Gas" and "We, Us and Company."

In 1891 Miss Glover was married to
John H. Russell. Mr. Russell died about
ten years ago, and soon afterward his
widow was married to Al Lawrence and
retired from the stage. She was about
forty-eight years old.

Martha Chapter, O. E. S., Musical.

Martha Chapter, No. 4, Order of the
Eastern Star, entertained its members
and a large number of their friends at
the old Masonic Temple, 9th and F
streets, last night, with a musical and
drama program, following by a dance.
E. J. Aiken sang a baritone solo; Miss
Frederic Bewley read several selections;
Miss Fisher and Mr. Mellis took part in
the drama, "The Story of the Olden
solo, accompanied by Mrs. Heinline on
the piano and the orchestra. The enter-
tainment was in charge of a committee,
of which Mrs. E. Woodward was the chair-
man.

MARKS AN ADVANCE

Expert Opinion of Westing-
house Turbine Engine.

IN HANDS OF NAVY CHIEFS

Regarded as of Great Value to the
War Vessels.

RESULT OF YEARS OF STUDY

Inventor Declares It Is Not an Ex-
periment—Its Advantages as
Viewed by Engineers.

BY WILLIAM E. CURTIS.
Written for The Star and the Chicago Record-
Herald.

George Westinghouse, the inventor and
manufacturer and the head of the firm
which bears his name, has submitted to
the Navy Department a design of a tur-
bine engine which represents what many
experts consider the greatest advance in
steam engineering that has been made in
many years. It is a combination of a
turbine engine and a reduction gear in-
vented by Admiral George Wallace Mel-
ville (retired) and his associate, Mr.
Macalpine, senior, of Westinghouse, has
adapted to his own invention. The value
of the invention lies in the fact that it
will occupy only one-half the space of
the ordinary turbine or reciprocating
engine; it will have only one-half the
weight, and can be installed at about
two-thirds of the cost. It can be handled
by the captain or pilot from the bridge
of a ship and will develop 30 per cent
more power than the engines now in
use, from the same amount of fuel.

The highest engineering authorities be-
lieve this invention will surpass in value
and importance everything that Mr.
Westinghouse has yet produced, and it
will be remembered that he has been
producing new machinery ever since he
invented and built a rotary engine in
his father's machine shop at Schenectady,
when he was only fifteen years old. The
air brake gave him his earliest reputa-
tion, and it is probable that he has since
contributed more to the advancement and
efficiency of the mechanical world than
any other one man. He has invented sev-
eral steam and gas engines, steam tur-
bines and much electrical machinery. He
was the pioneer against great opposition
in introducing alternating current ma-
chinery, which has rendered possible the
development of water power for long
distance electrical transmission. His air
brake and automatic railway signals
have made high speed in railroad possi-
ble and safe, and his other inventions
have multiplied the producing power of
human hands many hundred fold.

Under Investigation.

His latest invention, which he submit-
ted to the Navy Department a few days
ago, has been referred to a board of en-
gineers for investigation, and, while he
has received much encouragement, no
decision will be rendered until the most
thorough inquiry has been made and the
board has had an opportunity to observe
the practical working of a seventy-five-
hundred-horsepower engine which is now
in operation at the works of the Westing-
house Machine Company, East Pittsburgh,
and its efficiency has been fully demon-
strated. If the report of the commission
shall prove favorable, it is expected that
a similar engine will be installed in a
collier now being built for the navy.

Mr. Westinghouse insists, however, that
it is not an experiment. He says it is
incomparably less of an experiment than
any known form of direct connected slow-
speed turbines. It is the result of more
than ten years of study, and the develop-
ment of the last three years. It is more
of a growth than a discovery. Mr. West-
inghouse has been working upon it at his
East Pittsburgh shops all these years, and
has made repeated tests under the obser-
vation of eminent engineers of every na-
tion. There has been no practical applica-
tion to navigation because he desired to
prove it on land first, and to that end
built a complete apparatus in Pittsburgh,
where it has been in operation for more
than seventeen months, to the satisfaction
of the engineering profession generally, as
well as that of his own men.

Avoided Experimental Features.

"I am sure," said Mr. Westinghouse,
"that no one who has had a reasonable
acquaintance with the turbine work car-
ried out by the Westinghouse Machine
Company during the last fifteen years
will question the ability or the judgment
of the engineering staff at my disposal,
and I have avoided the introduction of
any untried or experimental features."
While the machine as a whole is a
novelty, an analysis it will be found to be
made up of elements that have thoroughly
proven their practicability and reliability.
The inherent possibilities of a turbine for
economy, speed and convenience have
been utilized to the fullest extent. They
are not based upon theoretical proposi-
tions, but are purely mechanical features
which have to do with simplicity, adapt-
ability, economy and method of control.

"The chief points in its favor," con-
tinued Mr. Westinghouse, "are that it
requires only one-half the room, one-half
the weight and two-thirds of the expense
of the direct-connected turbine engines
now in use. It can be constructed and
installed much more rapidly than the
heavier, larger and more complicated ap-
paratus now in use; the self-adjusting
and yielding stator blade admits of the
immediate starting of the turbine from a
cold condition to full speed; the same
boiler capacity will give 30 per cent
greater propulsive energy, and an addi-
tional emergency capacity from 20 to 30
per cent above normal full speed power.
That is, given a maximum boiler capacity
for 30,000 horsepower, the direct connect-
ed turbines or reciprocating engines, the
Westinghouse turbine and reduction gear
will furnish from forty to forty-five
thousand horsepower available for in-
creased speed in an emergency.

"The economy of high steam at cruising
speed, as well as of full and emergency
speed, will be considerable, and the ap-
plication of this new form of propelling
machinery to the dreadnoughts of the
American navy will make them the
most reliable, the most efficient and the
fastest warships afloat, with increased
cruising radius of inestimable value.

"The most reliable, the most efficient and
the fastest warships afloat, with increased
cruising radius of inestimable value. In
the construction of cruisers and bat-
tleships is storage space for fuel, for
the efficiency of a ship is measured by
the distance it can steam without re-
newing its fuel supply. By reducing the
dimensions of the engines the coal space is
enlarged in a corresponding degree, and
there is the improvement of the great-
est importance.

Simplicity and Accessibility.

"Another very important advantage is
the simplicity of the apparatus and its
accessibility. In warships these are prob-
ably no single feature of more serious
consideration. It is consequently impor-
tant to design the machinery with especial
convenience in dismantling and opening
it for inspection and repair. This is
particularly important for naval vessels
at sea, where the engine is likely to be
disabled; but it is also important in
passenger ships and every other steam
vessel. In all other turbines it is neces-
sary to remove the rotor in order that
access may be had to the blades of the
lower half of the cylinder, and the re-
moval of the rotor of a large turbine is
a most laborious and tedious under-
taking, and is attended with considerable
risk of damage. On board ship, by reason
of the compactness of the engine, even
in the largest engine rooms, the difficul-
ties are multiplied.

Furthermore, it is impossible to over-
estimate the importance of reducing the
time required for making inspections and
repairs in case of accidents. The designs
which I have submitted are novel in that
all pipe connections are made to the low-
er half of the casings, so that the cover

and upper half can be quickly re-
moved and a complete examination and
repairs can be made without unseating
the rotor from the journal bearings. There
is no complicated tangle of piping. A
single pipe brings the high-pressure steam
of the propellers and throwing switches
at single direct exhaust connection to the
condenser surfaces for the stern as well
as the ahead propellers. Furthermore, all
the propellers are favorable for going
astern, which is a decided advantage.

Controlled From the Bridge.

"Another important consideration is
that the engines may be controlled di-
rectly from the bridge or from any one
of several points on a vessel by means
of an electro-pneumatic operating gear
on the throttle valve levers. You can imagine
emergencies in battle in which the small-
est fraction of time saved in sending a
signal to the engineer on watch will be
of the greatest importance. The electro-
pneumatic control, which is thoroughly
developed and standardized, I have used
extensively for many years for operat-
ing railway signals and throwing switches
at points far distant from the operator.
I have used it with marked success in
controlling the speed and direction of
the motors on individual cars, or lo-
trains on electric railways. Therefore its
application for the use of captains of
ships in controlling the engines presents
no new problem, and its efficiency is in-
creased by the fact that the instant the
desired action has occurred in the engine
room that information is automatically
flushed back to the captain on the bridge,

so that there can never be any uncer-
tainty as to whether the machinery is
answering his command. This arrange-
ment does not interfere in the slightest
degree with the ordinary system of sig-
nals. Indeed, the electro-magnetic con-
trol is offered not as a substitute, but as
a duplicate or reinforcement of existing
systems.

Purely Academic Question.

"The marine steam turbine problem,"
said Mr. Westinghouse, "has been heret-
ofore studied almost exclusively from
the standpoint of speed and steam con-
sumption. These are purely academic
questions and have already been settled
more or less satisfactorily. On my part,
I am giving especial consideration to the
problem from the standpoint of the staff
whose duty it will be to operate such in-
stallations, and to maintain them in the
highest state of efficiency. I wish to
reiterate that what I propose is only the
in-sense application of well tried
mechanisms, with which I have had an
extended and gratifying experience. The
special features I have described are in
no way startling or revolutionary, unless
it should be starting and revolutionary
to suggest that machinery that has per-
formed certain functions efficiently on
land may efficiently and satisfactorily
perform the same identical functions on a
ship."

Naval engineers declare that it is im-
possible to overestimate the importance
of the new Westinghouse engine provided
its operations are as satisfactory at sea
as they already have been on land, and
they predict that it will revolutionize
naval construction and cause the fleets
of the world to be rebuilt. The advan-
tages claimed for the new machinery
are precisely those that naval engineers
have been seeking, and if they can be

obtained the battleship or cruiser which
is able to utilize them will have double
the power and efficiency that can be
developed with the present engines.

Increases Efficiency of War Vessels.

The Melville-Macalpine gearing is a
device to reconcile the speed of the tur-
bine and the screw propeller, which has
been very difficult to secure, and with
that as a basis the Westinghouse tur-
bine is capable of increasing the effi-
ciency of every war vessel afloat. It is
the most advanced improvement in
marine architecture, they say, that has
been suggested for many years. Nothing
like it has been ever fitted to a man-of-
war. Nothing of the kind has ever been
used on any steamship.

The first published description of the
invention appeared in London Engineer-
ing in September last, and the German
admiralty instantly applied for designs,
which have a ready been furnished. The
Hamburg-American Steamship Company
also applied for designs of engines for
one of its ships, which are now being
prepared at the Westinghouse works in
Pittsburg and will be finished shortly.
Mr. Westinghouse says it is a very simple
job, and that designs for engines for any
kind of a ship can be prepared within a
few weeks.

Enters Occidental College.

Miss Frances Gurley Adams of this
city, having passed the preliminary ex-
aminations, is now a member of the
freshman class at Occidental College, Cal-
ifornia. Miss Adams was vice president
of the class which graduated from the
Central High School here last June.
She is a granddaughter of Dr. Gur-
ley, the founder and first pastor of the
New York Avenue Presbyterian Church.

That Postal Deficit

Postmaster-General Hitchcock reports
that the Post-Office Department loses
\$64,000,000 a year in the business of
carrying second-class mail (magazines and
periodicals).

There is not a deficit of \$17,000,000,
as the department alleges, but actually a
surplus of more than \$10,000,000, when
the specific loss on free rural delivery is
taken into consideration, and the de-
partment's figures of \$64,000,000 loss on
second-class matter are wrong by more
than \$60,000,000.

THE SATURDAY EVENING POST



for February 12th devotes its editorial
page to this subject, showing the injustice
of the recommendation to raise the rate on
all magazines and periodicals—but not
on daily papers or the country weeklies.

One fact: In the year ended June
30th, 1908, the weight of second-class
matter compared to 1907 decreased 18,-
000,000 pounds. The postal expenditures
increased \$18,000,000. There is some-
thing in it besides second-class matter.

Look for a dozen more facts in this
week's (date of February 12th) number of
THE SATURDAY EVENING POST.

Paid circulation this week is

1,575,000
copies

The Curtis Publishing Company

Philadelphia, Pennsylvania